

Page 1, please replace the second full paragraph with:

The present invention is particularly applicable to latches used on vehicle doors such as car passenger doors or car trunk doors.

A2 [Page 1, please replace the third full paragraph with:]

Vehicle door latches are known which are released using a power actuator. Typically the door latch would have a latch bolt retained in position by a pawl and the actuator would act on a release lever connected to the pawl or would act directly on the pawl to release the latch. After the actuator's power stroke, the actuator must return to its initial state in one of three traditional methods:

[Page 1, please replace the fourth full paragraph with:]

a) Reverse energizing of the motor such that the motor is spun in its opposite direction e.g., reversing the polarity on an electric motor,

Page 2, please replace the third full paragraph with:

A3 However a problem with such an arrangement is that under some conditions the seal force which tends to open the door can be insufficient to push the latch bolt past the secondary latched position resulting in a door that only opens to the secondary latched position. Under such circumstances the latch has to be unlatched again from the secondary latched position either manually by pulling on a door handle again or in the case of an actuator driven latch by operating the actuator for a second time and pulling the door open. Insufficient seal load could be caused by a door frozen into a closed position, poor fit/misalignment of the door, heavy vertically opening rear trunk lids.

Page 2, after the fifth full paragraph, please insert the following section heading:

A4 --SUMMARY OF THE INVENTION--

Page 3, please replace the third full paragraph with:

According to a further aspect of the present invention there is provided latch mechanism including a power actuator, the power actuator having a motor and a drive train, the drive train having at least one abutment for engagement with a release means of the latch mechanism, energization of the motor causing the abutment to move the release means from a first engaged position to a second released position to release the latch, in which a retention means (58) is capable of retaining the release means in its second released position.

[Page 3, please replace the fourth full paragraph with:]

According to a further aspect of the present invention there is provided a latch mechanism including a power actuator, the power actuator having a motor and a drive train, the drive train having the plurality of abutments for engagement with a release arrangement of the latch mechanism, energization of the motor causing one of the plurality of abutments to move the release arrangement from a first engaged position to second released position to release the latch, resulting in another of the plurality of abutments co-operating with the release arrangement to provide a drive train stop.

Page 4, before the first full paragraph, please insert the following section heading:

**--BRIEF DESCRIPTION OF THE DRAWINGS--**

Page 4, please replace the first full paragraph with:

The invention will now be described, by way of example only, with reference to the drawings in which:

Page 4, after the sixth full paragraph, please insert the following section heading:

**--DESCRIPTION OF PREFERRED EMBODIMENT--**

Page 7, please replace the first full paragraph with:

a<sup>9</sup> The motor is energized for say 800 milliseconds, causing the rotor 24 to rotate anticlockwise in the direction of arrow A of the figure 2 resulting in post 30A engaging and moving first arm 52 to the position shown in figure 2. Clearly this movement of first arm 52 causing the release lever 50 and the first pawl 44 to both rotate about pivot 46 in a clockwise direction as shown by arrows B and C, thus disengaging pawl 48 from primary latching abutment 36.

Page 7, please replace the third full paragraph with:

a<sup>10</sup> Typically the time taken to move from the position as shown in figure 1 to the position as shown figure 2 might be 500 milliseconds, thus the motor would be stalled for the last 300 milliseconds of the 800 millisecond motor energization as a result of post 30C abutting the end of second arm 54.

[Page 7, please replace the fourth full paragraph with:]

Once the latch assembly has achieved the position as shown in figure 2 the latch claw is free to rotate in a clockwise direction as shown by arrow E of figure 3 thus releasing the striker from the mouth 27 and allowing the door, or trunk lid, etc. to open.

Page 9, please replace the second full paragraph with:

a<sup>11</sup> Subsequent energizing of the motor 18 following closing of the latch as shown in figure 4 will unlatch the door in a similar sequence as described above, but note that post 30C (as opposed to post 30A as described above) is now positioned to act on first arm 52 to open the latch. In this case since there are three posts 30A, 30B and 30C, a single energizing operation of motor 18 results in rotor 24 only rotating through 120 degrees.

Page 10, please replace the fourth full paragraph with:

a<sup>12</sup> Operation of the latch assembly 110 is as follows: